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1-34. (CANCELED)

35. (CURRENTLY AMENDED) An automatically shiftable motor vehicle transmission of planetary design for a motor vehicle, comprising:

an input drive shaft (1) and an output drive shaft (2) that are arranged in a housing (G);

first, second and third single-carrier planetary gear sets (P1, P2, P3);

third, fourth, fifth and sixth rotatable shafts (3, 4, 5, 6);

a plurality of shifting elements comprising first, second and third brakes (03, 04, 05), and first, second, and third clutches (14, 15, 45, 24), selective engagement of which brings about various conversion ratios between the input drive shaft (1) and output drive shaft (2), so that at least seven forward speeds can be implemented;

the input drive shaft (1) being continuously connected to a sun gear of the second planetary gear set (P2) and being connectable via the first clutch (14) to a carrier of the first planetary gear set (P1) and being connectable via the second clutch (15) to the fifth shaft (5) which is continuously connected to a sun gear of the first planetary gear set (P1) and is couplable via the third brake (05) to the housing (G);

the output drive shaft (2) being continuously connected to a carrier of the third planetary gear set (P3) and to a ring gear of the first planetary gear set (P1);

the third shaft (3) being continuously connected to a sun gear of the third planetary gear set (P3) and being couplable by way of the first brake (03) to the housing (G);

the fourth shaft (4) being continuously connected to a ring gear of the second planetary gear set (P2) and to the carrier of the first planetary gear set (P1), and being directly couplable via to the housing (G) through only the second brake (04) to the housing (G);

the sixth shaft (6) being continuously connected to a ring gear of the third planetary gear set (P3) and to a carrier of the second planetary gear set (P2); and

the third clutch (45, 24) being provided which releasably connects the fourth shaft (4) to one of the fifth shaft (5) and the output drive shaft (2).

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36. (CURRENTLY AMENDED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein the fourth shaft (4) is releasably connectable via the third clutch (45; 24), in a region between the second brake (04) and the carrier of the first planetary gear set (P1), to one of the fifth shaft (5) and to the output drive shaft (2).

37. (CURRENTLY AMENDED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein by selective closing of the first, second and third brakes (03, 04, 05), and the first, second, and third clutches (14, 15, 45; 24), seven forward speeds can be selected wherein for a shift from one speed into either the next higher or next lower speed, of the shifting elements currently being actuated, only one shifting element is opened and one further shifting element is closed.

38. (CURRENTLY AMENDED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein in a first forward speed the first and second brakes (03, 04) are closed, in a second forward speed the first and third brakes (03, 05) are closed, in a third forward speed the first brake (03) and the third clutch (45; 24) are closed, in a fourth forward speed the first brake (03) and the second clutch (15) are closed, in a fifth forward speed the first brake (03) and the first clutch (14) are closed, in a sixth forward speed the first and second clutches (14, 15) are closed, in a seventh forward speed the third brake (05) and the first clutch (14) are closed, and in a reverse gear the second brake (04) and the second clutch (15) are closed.

39. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein the first, second and third planetary gear sets (P1, P2, P3) are embodied as minus planetary gear sets.

40. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein the first, second and third clutches (14, 15, 45) are arranged, when viewed radially, above the first, second and third planetary gear sets (P1, P2, P3).

41. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein the third clutch (45), when viewed radially,

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is arranged slightly above the first planetary gear set (P1) and closer thereto than the first and second clutches (14, 15).

42. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein the second and third clutches (15, 45) are arranged on the side of the first planetary gear set (P1) that lies opposite the second planetary gear set (P2); and the first clutch (14) is arranged axially between the first and second planetary gear set (P1, P2).

43. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein the first, second and third clutches (14, 15, 24) are arranged on the side of the first planetary gear set (P1) that lies opposite the second planetary gear set (P2).

44. (CURRENTLY AMENDED) The automatically shiftable motor vehicle transmission as set forth in claim 42, wherein the third clutch (~~45 or 24~~) is arranged closer to the first planetary gear set (P1) than the second clutch (15).

45. (CURRENTLY AMENDED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein the third clutch (~~45 or 24~~) is adjacent to the first planetary gear set (P1).

46. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein the first, second, and third clutches are disc clutches, and outer disc carriers of the clutches (14, 15, 24, 45) are arranged on an input drive side of the transmission.

47. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein the first brake (03) is arranged on a side of the third planetary gear set (P3) that lies opposite the second planetary gear set (P2).

48. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein at least one of the second brake (04) and the third brake (05) is arranged, when viewed radially, above the planetary gear sets (P1, P2, P3).

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49. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 48, wherein the third brake (05) is arranged closer to the first planetary gear set (P1) than the second brake (04).

50. (CURRENTLY AMENDED) The automatically shiftable motor vehicle transmission as set forth in claim 48, wherein the third clutch (45 or 24) is arranged axially between the third brake (05) and the second clutch (15). ◆

51. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein at least one of the second brake (04) and the third brake (05) is arranged on a side of the first planetary gear set (P1) that lies opposite the second planetary gear set (P2).

52. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 51, wherein the second brake (04) is arranged closer to the first planetary gear set (P1) than the third brake (05).

53. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein the second and third clutches (15, 45) are arranged adjacent to one another.

54. (CURRENTLY AMENDED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein at least one additional freewheel is provided between one of the input, output, third, fourth, fifth and sixth shafts (1, 2, 3, 4, 5, 6) and the housing (G). ◆

55. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein an input drive (AN) and an output drive (AB) of the transmission are arranged coaxially with one another.

56. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein an input drive (AN) and an output drive (AB) of the transmission are not arranged coaxially with one another, such that the input drive (AN) and output drive (AB) extend one of axially parallel and at an angle to one another.

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57. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 55, wherein the input drive (AN) and output drive (AN) are provided on the same side of the housing (G).

58. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein one of an axial differential and a center differential is arranged on one of an input drive side and an output drive side of the transmission.

59. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein the input drive shaft (1) is separable from a drive engine by way of one of a clutch element and a conversion element.

60. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 59, wherein the conversion element or clutch element is one of a hydrodynamic converter, a differential converter, an initial movement retarder, a hydrostatic transmission, an electric transmission, an electromechanical transmission, or a hydrodynamic clutch, a dry initial movement clutch, a wet initial movement clutch, a magnetic powder clutch, and a centrifugal clutch.

61. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein an initial movement element can be arranged after the transmission in the power flow direction, the input drive shaft (1) being connected in fixed fashion to the crankshaft of the engine.

62. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 61, wherein initial movement is accomplished by means of the second brake (04) integrated into the transmission.

63. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein the third clutch (24) with which the second shaft (4) is connectable to the output drive shaft (2) constitutes, together with the second brake (04), a hill holder for the transmission in order to immobilize the output drive shaft (2) on the housing (G).

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64. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein a wear-free brake can be arranged on each shaft.

65. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein a power takeoff can be arranged on each shaft in order to drive additional accessories.

66. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 65, wherein an input drive (AN) of the transmission and the power takeoff are arranged on the same side of the transmission or of the housing (G).

67. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein the shifting elements (03, 04, 05, 14, 15, 45, 24) are embodied as on-load shifting clutches or brakes.

68. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 67, wherein disc clutches, band brakes, and/or cone clutches are usable.

69. (PREVIOUSLY PRESENTED) The automatically shiftable motor vehicle transmission as set forth in claim 35, wherein an electrical machine can additionally be mounted on any shaft as at least one of a generator and an additional input drive machine.